COBIA 296 CC

OWNER'S MANUAL

WELCOME

Dear New Cobia Owner,

On behalf of Cobia Boats, I would like to congratulate you on your purchase. We at Cobia strive to build the best products possible and wish you years of trouble free enjoyment. There are many things to know about the operation, care and maintenance of our products and the systems we install in them. Please review all the applicable information for your new boat. The more you know, the more you will enjoy your new Cobia.

Again, a heartfelt Thank You from myself and the whole Cobia Family.

Scott Deal, President and CEO

COBIA

MAVERICK BOAT COMPANY, INC. • 3207 INDUSTRIAL 29TH ST. • FORT PIERCE, FLORIDA 34946 • (772)-465-0631 OR (888)-SHALLOW • FAX: (772) 489-2168

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296 SPECIFICATIONS

L.O.A.	29’ 07”
BEAM	10’ 00”
DRAFT	21”
WEIGHT W/O ENGINE	5915 LBS.
FUEL CAPACITY	240 GAL.
DEADRISE @ TRANSOM	21.5 DEG
MAXIMUM H.P.	500 HP
TRANSOM HEIGHT	25”TWINS
MAXIMUM CAPACITIES	8 PERSONS OR 1700 LBS

ENGINE BREAK-IN PERIOD

Engine Break-In Period

New engines require a period of break-in to allow the surfaces of the moving parts to mate evenly. Different engines require different break-in periods and methods. For instructions on break in methods, refer to your Yamaha Engine Owner's Manual for the correct break-in procedures and times for your model engines

Engine Stop Switch

If activated, the spring loaded engine stop switch will automatically shut down the engine during emergency situations to prevent uncontrolled or unattended operation. Certain emergency conditions (e.g., turbulent water, wakes, unanticipated movement) may impair a person's ability to operate the craft safely. The switch, located on the helm, must have the safety lanyard attached at its base. This activates the protective shutdown circuitry.

Securely attach the other end of the lanyard to the operator of the boat. If the operator moves, falls or is at an unsafe distance from the steering wheel, tension on the lanyard will pull it from the switch. When the lanyard is removed, the engine stop switch is released and automatic engine shutdown occurs.

Engine stop switch (above)

Engine Stop Switch

DANGER

An engine stop switch system that is not used or does not function properly can cause death or serious injury. DO NOT operate the boat if the engine stop switch system does not function properly. Go to a Cobia Dealer to have this resolved immediately

The lanyard should be securely attached to the boat operator at all times that the engine is on.

SWITCH AND INSTRUMENT PANEL

Switch Panel & Helm

At the helm of your Cobia, you have a main switch panel, which is located above the steering wheel. This panel controls your lights, horn, accessories, livewell, and your bilge. When a switch is in the "on" position, its tip is illuminated. This alerts you that the associated accessory should be functioning and also reminds you to turn it off during boat shutdown. When the "NAV" light switch is in the "on" position, the labels for the switches will be illuminated. To the right of the steering wheel you have your two trim tab switches, (Refer to page 23 for trim tab operation.) The boat also comes standard with a compass mounted on top of the console.

Switch Panel

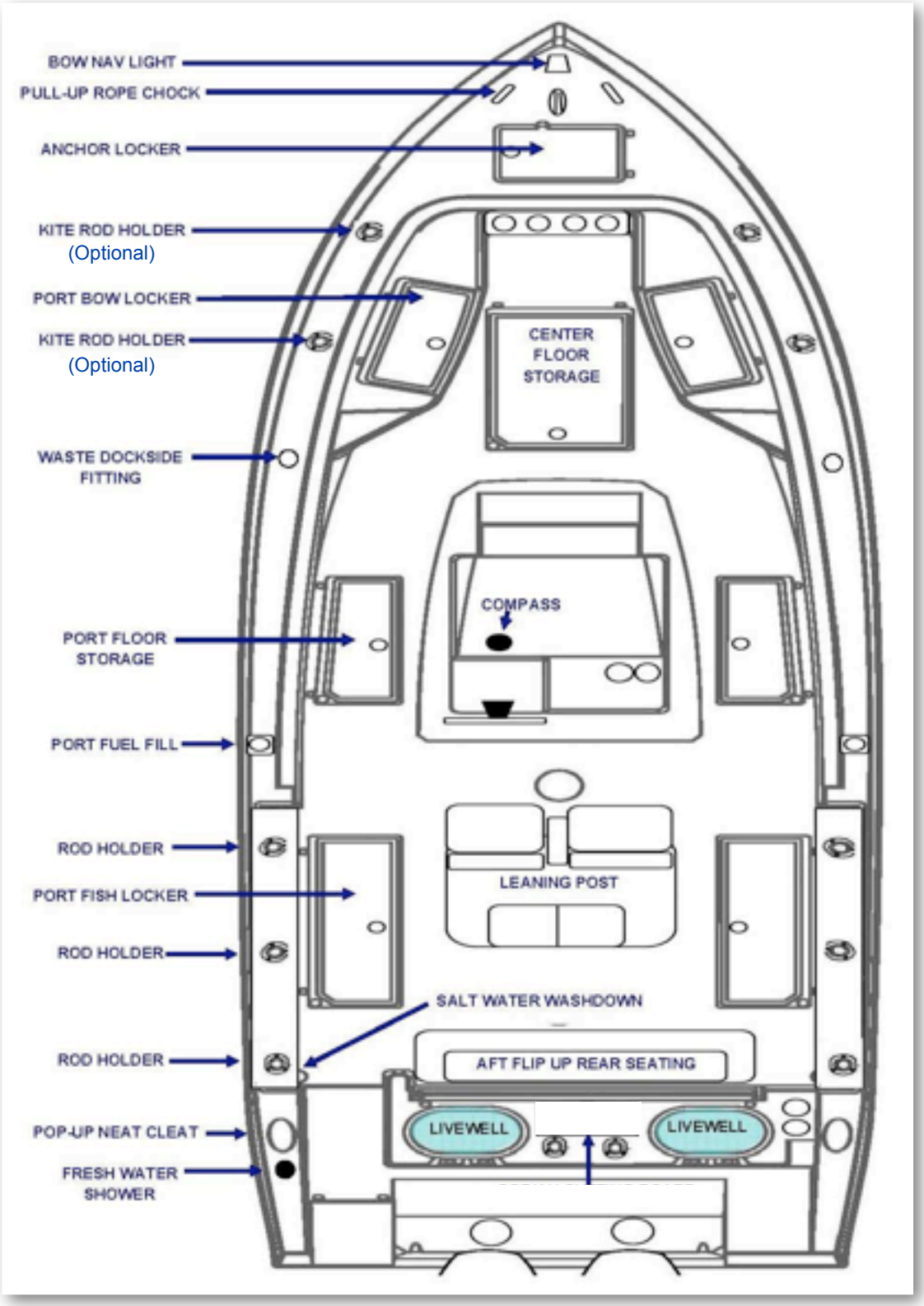
Compass

Command Link Gauges

Command Link gauges come standard on your new Cobia and are an upgrade from the digital gauges. Command Link gauges allow access to more information. Displays are user-selectable so you can choose the functions displayed on each gauge and what order. Speed data can be displayed from a pitot tube, Triducer, or NMEA protocol GPS unit

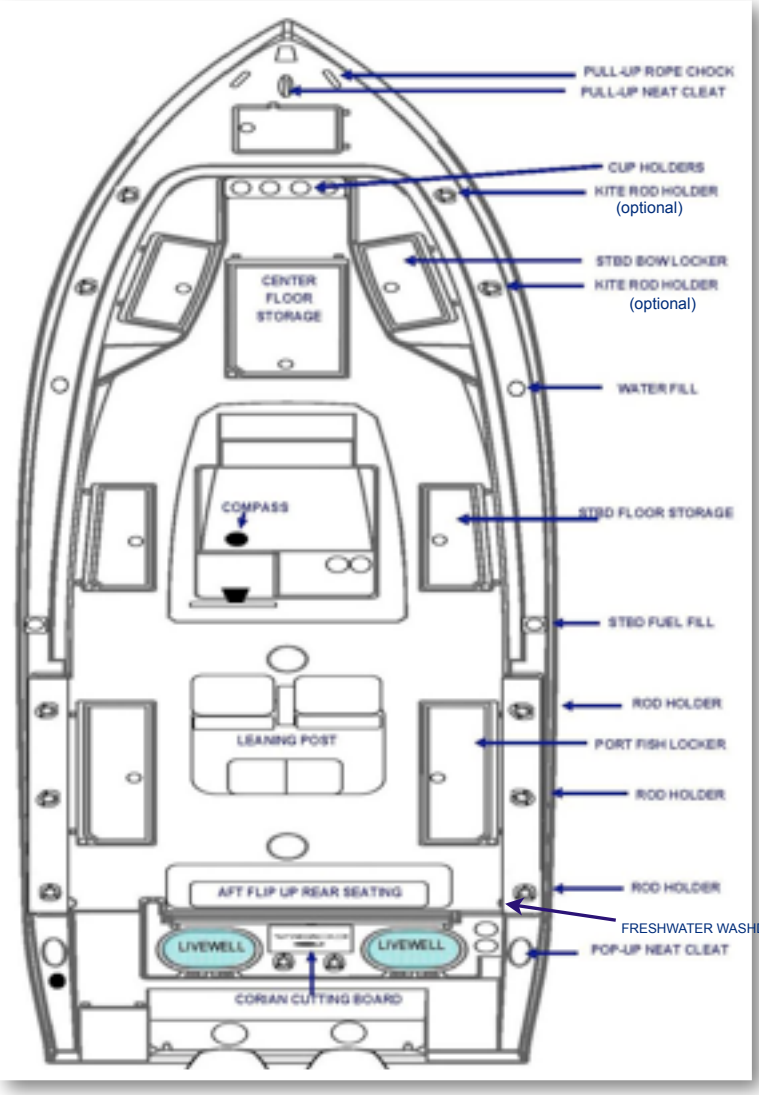
BOAT LAYOUT

296 Port Boat Layout



BOAT LAYOUT

296 Starboard Boat Layout



Cobia Duffel Bag

Cobia Duffel Bag

Along with your boat, you received a Duffel Bag with your new Cobia. Inside the Duffel Bag are the following items:

- Large Livewell Standpipe
- Short Livewell Standpipe
- 1.5” Livewell Pacifier Plug
- 2 ignition Keys and Emergency Kill Cord /Engine Stop Lanyard
- Yamaha Engine Owner’s Manuals
- Engine Start Cord
- Various Appliance and Accessories Manuals

FUEL–WATER SEPARATOR & DRAIN PLUG

Fuel-Water Separator

A Yamaha Fuel - Water Separator is installed between the fuel tank and engines in the 296. The new, improved 10-micron filter provides superior filtration ahead of the engine's onboard filters and injectors. Large filtering and water capture areas maximize filtration while maintaining adequate flow rate for larger engines.

Fuel/Water Separator (left)

The fuel separator can be checked by removing it from the mounting bracket and dumping it into an approved waste collection device. If there appears to be an excessive amount of water, the filter component should be replaced. See your authorized Cobia Dealer for replacement parts.

Filter Access Panel (right)

The micron filter and head are pictured to the right . It is mounted inside an access panel located aft of the starboard transom gate. The fuel system primer bulb is located next to the filter.

Maintenance Note

Yamaha recommends replacing the 10- micron fuel filter on new boats after the first 10 hours or 1 month of operation and every 50 hours or every 6 months thereafter. In areas of hight humidity where water in fuel supplies is a problem or extensive engine operation occurs, more frequent replacement may be necessary.

Garboard Drain Plug

The garboard drain plug is the small metal plug located at the lowest point on the hull, at the bottom of the transom right above the keel. The drain has been designed to so that it can be loosened by hand while the hull is out of the water for draining. This allows the plug to stay in contact with the surrounding frame so you'll never misplace or lose it. You can completely remove the insert by pulling back and continue turning in a counter clockwise motion. It is manufactured with a rubber seal in place to ensure you bilge is watertight. Always make sure before putting the boat in the water that this plug is hand tightened firmly. Excess water in the bilge may be an indication of a problem with this plug or the automatic bilge pump. Refer to page 7 of this Owner's Manual for information on your boats bilge system.

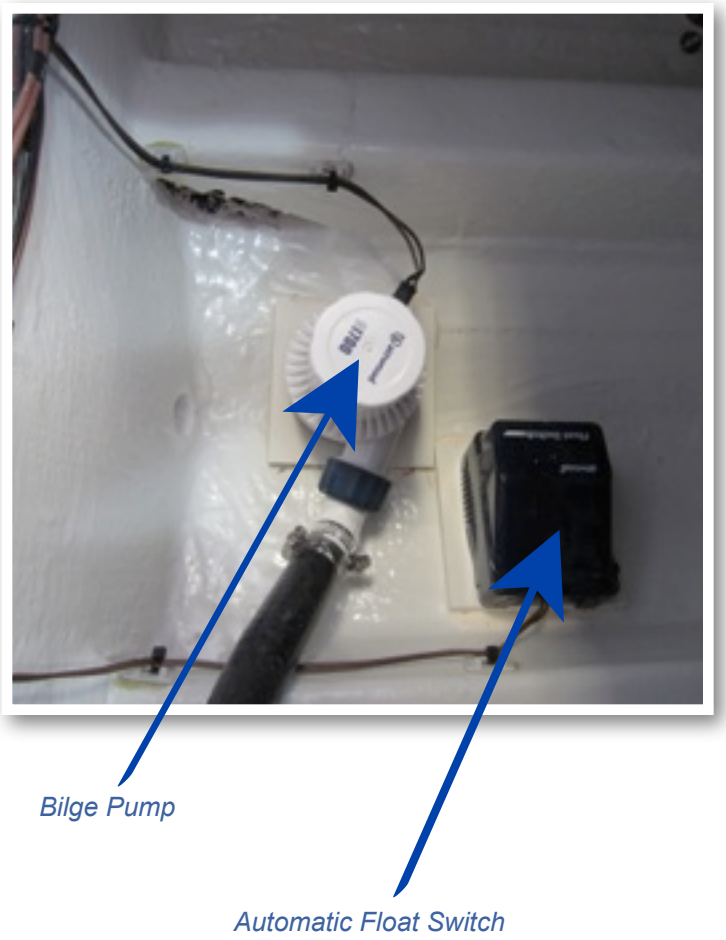
BILGE

Bilge

The bilge of your Cobia should always be checked before and after a launch. While checking the bilge, note that a small amount of water in the bilge is normal. However, a large amount of water or any signs of fuel or oil requires immediate attention. **If such a situation exists, the boat should be taken to a certified marine technician immediately. Never pump fuel or oil overboard while your boat is in the water.**

Large quantities of water in the bilge may be an indication of a leak or that the bilge pump and/or automatic float switch is not functioning properly due to a jam, clog or electrical issue. The automatic float switch is wired to the hot side of the battery switch through the "BILGE" fuse at the battery switch panel. When functioning properly, the float switch activates the bilge pump to pump water overboard once water in the bilge reaches a level that submerges the switch.

If your bilge pump does not come on when the float switch is submerged, attempt to manually turn on the bilge pump on your switch panel. If the bilge pump comes on and evacuates the water, it is likely that the float switch is not functioning properly. If the bilge pump does not come on via the switch panel, check the breaker panel inside the console to see if a breaker has been tripped. If the breaker has been tripped, reset it, and turn the switch on again, listening for the bilge pump to turn on.



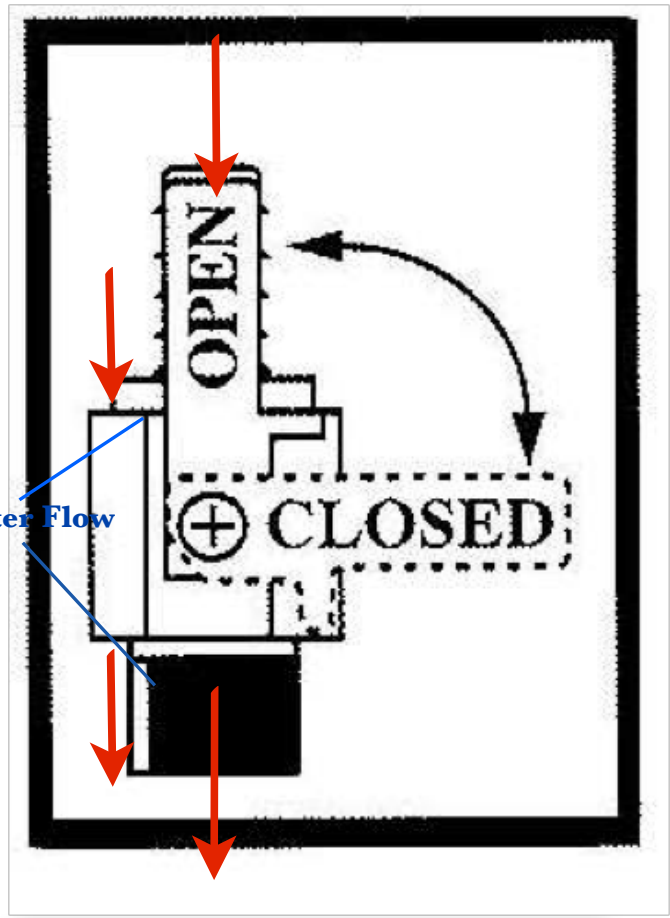
If the bilge pump fails to turn on, turn the battery switch to the OFF position, then unhook the bilge pump from its cradle by pressing down on the blue tabs on the cradle and gently turning the top of the pump. You will feel the pump release from the cradle. The entire bilge pump and wiring should release from the cradle. After removing the pump, check the underside and impeller areas for miscellaneous items that might clog the pump. If any obstructions are present remove the debris and set the pump back into the cradle. Once set back in the cradle, press the blue tab down and rotate the pump until you feel it snap back in place. Once this is completed you can try to turn the pump on again.

If the bilge pump still does not turn on, it likely needs to be replaced. It is not recommended to use your boat if the bilge pump and/or float switch are not functioning properly.

SYSTEMS

Ball Valves

Ball valves can be used to serve several purposes. They allow seawater to enter the boat, in the case of livewells, and they also act as a safeguard to stop water from entering. To tell which position a ball valve is in, open or closed, look at the valve and determine the direction of flow. When the ball valve handle is in the same position as the direction of flow, the valve is in the “OPEN” position. When the ball valve handle appears to cross the direction of flow, the valve is in the “CLOSED” position.



296 Deckdrain System

The deckdrain system is equipped with 1 1/2” thru hull fittings through the aft port and starboard hull sides. These fittings have to be installed lower than the drains in the cockpit floor so that gravity will allow the cockpit to drain free of water. This puts these fittings very close to the water line of the hull. These drains are rigged with ball valves that can be opened and closed to control the flow of water. In the open position, these ball valves will allow water to flow freely from the cockpit, thus making the boat “self-bailing”. When closed, no water will be allowed to travel to or from the cockpit.

296 Livewell Pump Assembly

The livewell pump assembly is composed of a scoop strainer mounted to the bottom of the hull, a thru hull fitting, ball valve assembly, and the pump. As you can see, the ball valve assembly is in the “OPEN” position. This is the correct position for the operation of the livewell system.

THE LIVEWELL PUMP ASSEMBLY IN THE “OPEN” POSITION

COURTESY LIGHTS & BOW RAIL

Cockpit Courtesy Lights

The cockpit comes equipped with five lights; three installed beneath the port and starboard gunnel boards, two on each side of the console, and one at the forward base of the console. The cockpit lights are operated by the third switch from the left on the console switch panel. There courtesy lights are operated by the fourth switch and are located on the outboard sides

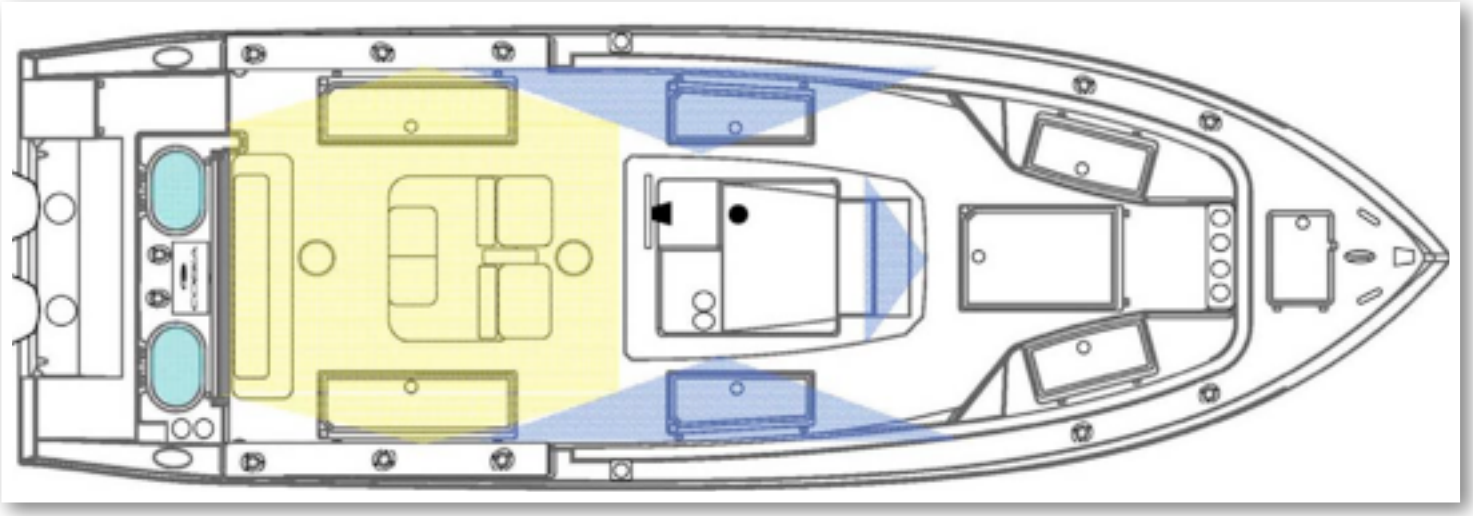


Diagram of the Cockpit Courtesy Lights

Fully Recessed Bow Rail

The 296 Center Console model is equipped with a fully recessed bow rail that will not get in the way and block when you have that big one on.

Bow Rail

HEAD OPERATION

Head Unit

Inside the console is the head unit. There are steps that lead into the head unit which houses and electric head, fresh water sink with spray nozzle for rinsing off, switch panel for flushing head and on-off switch for the macerator. There is a DC breaker panel inside and also two functioning port hole windows. There is also access to the macerator, yvalve, water intake and discharge for the toilet and holding tank, and another access to the forward bilge. Lift the forward console seat cushion for access to a built in 72 qt cooler.

Head Console Access

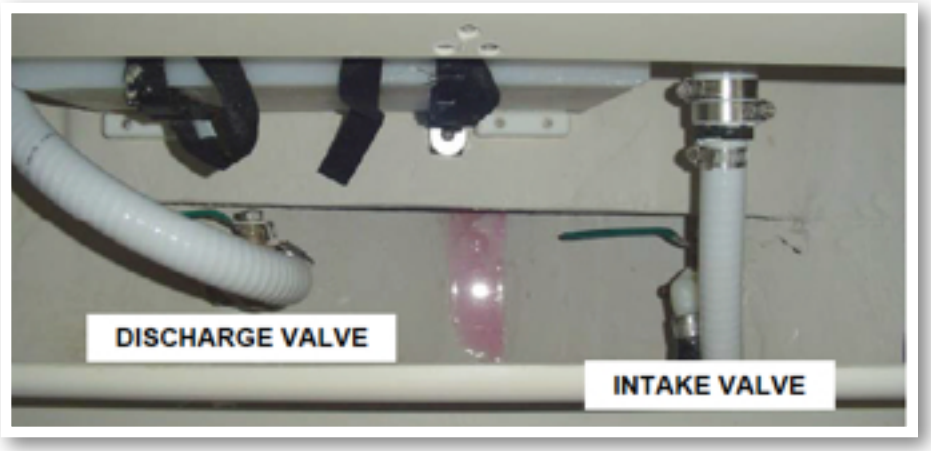
Head Option

Access to Forward Bilge Assembly

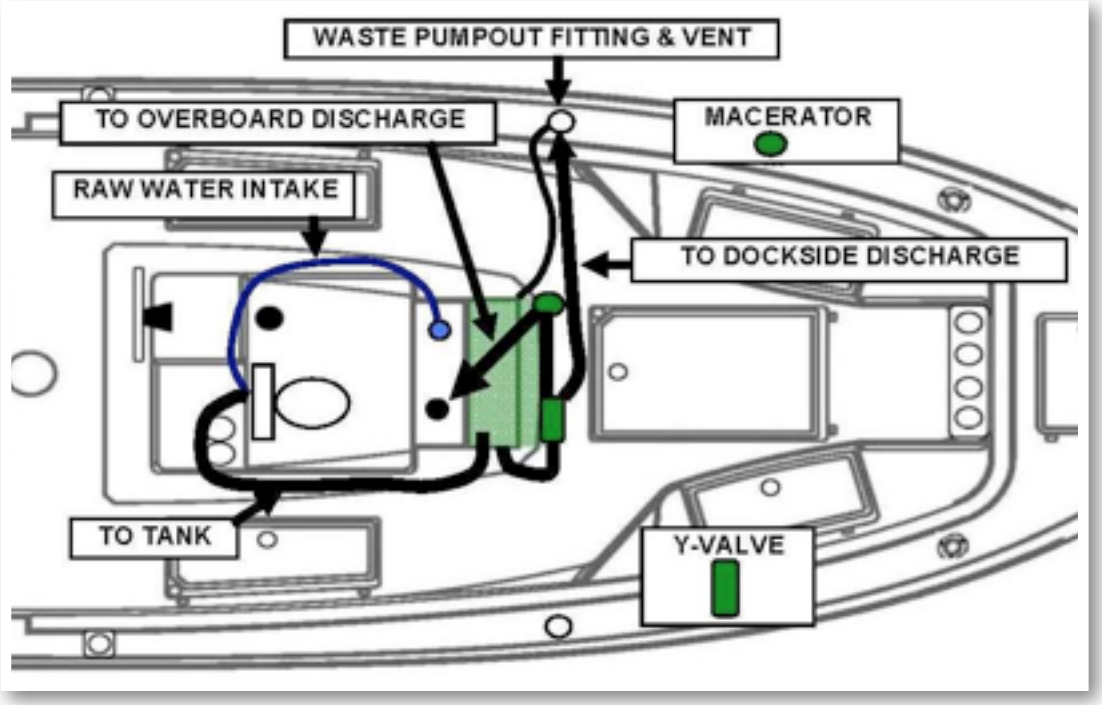
ELECTRIC HEAD

Electric Head

The macerator is to be used only with direct discharge thru hull. Macerator will not be used for dockside pump out of the holding tank. To flush the head, make sure intake valve is in the open position. The intake valve is located under the lower step. It is the valve on the right. This supplies your head with the water it will need to operate correctly. Then press the toilet switch and the waste is pushed into the holding tank. The macerator has nothing to do with the flushing of the toilet. The macerator is only used for overboard discharge while outside the legal dumping limits. To discharge outside legal limits, open the thru hull discharge valve located directly across from the intake valve, turn the Y-Valve to the direction of the macerator, and flip macerator switch to the “ON” position. The Y-Valve is located under the top step in the head unit.



Head System Diagram



ELECTRIC HEAD (CONT.)

Electric Head Continued

The Jabsco Y-Valve is designed to provide flexibility of onboard waste management by diverting waste either to the dockside pump-out fitting or directly overboard where legal to do so. Check local and Federal regulations to determine where direct overboard discharge of untreated waste is permitted.

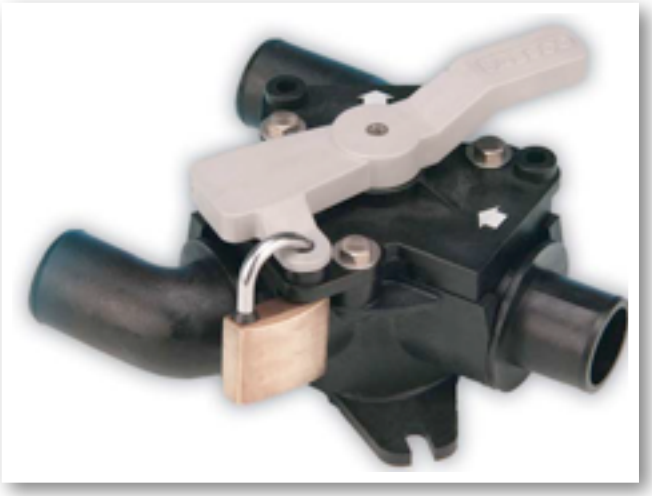
Some near shore areas and inland areas are designated as "No-Discharge Zones" where the discharge of any onboard waste, even treated waste is strictly prohibited. **Many of these areas require a waste retention system that can be positively secured in an onboard retention mode.**

The Jabsco Y- Valve accommodates this requirement by providing the ability to add a padlock that secures the selector handle in either direction to ensure waste is directed to an onboard holding tank. The Y-Valve may also be used to direct waste from a holding tank to a waste deck plate for removal by a dockside pump-out facility.

Toilet & Macerator Switch Located on Sink Cabinet

Macerator Used for Pumping Direct Overboard Discharge

Y-Valve Used to Direct Waste Discharge



LADDER AND PROPS

Stainless Boarding Ladder

This Cobia model comes standard with a telescoping stainless steel boarding ladder integrated into the port aft platform area. This provides a stepping area while the ladder is in the up position as shown below. Once the ladder is down and in the extended position, close the lid cover for safe and secure entry and exit via the ladder.

DANGER

No passenger should attempt to enter or exit the boat by the ladder or by any other means while the engine is on.

Props

Prop selection on your Cobia is determined by your local Cobia Dealer, but all props are based on recommendations from Cobia Boat Company and Yamaha Marine in order to give your boat maximum overall performance. The needs of your prop will determine the prop design and size that best fits your performance requirements.

Always inspect the engine and prop prior to launching your boat with the engine off. Key prop issues include tangled fishing line or other types of debris, cracked blades or fluid leaking out of the seal. Look for fishing line tangled around the prop or lower unit seal. **Consult your Yamaha's Owner's Manual to address these issues.**

FUEL SYSTEM

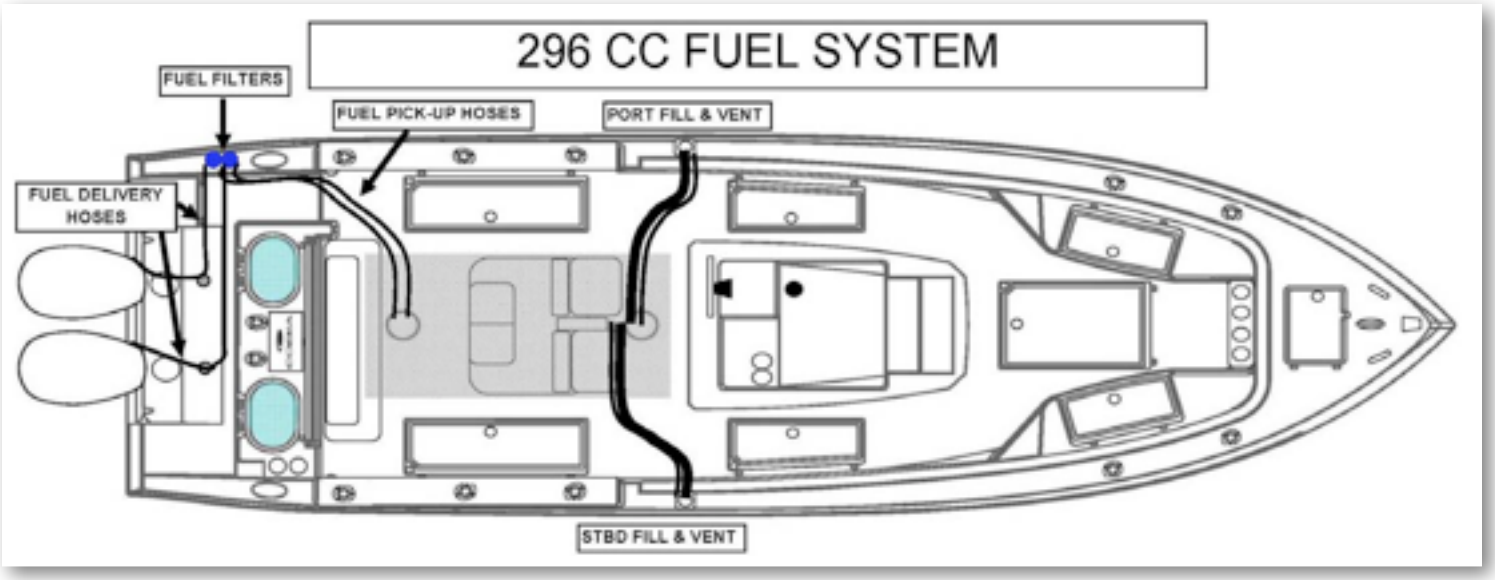
FUEL SYSTEM

The Cobia 296 CC comes equipped with a 247 gallon fuel cell stationed below the leaning post between the stringer system. There are two fuel fill receptacles, one on the port gunnel and one on the starboard gunnel. Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer. The primer bulbs are located by the transom gate inside an access hatch.

Every fuel tank is pressure tested at the factory before and after installation. Should you experience any fuel related problems or suspect problems with the fuel system, immediately take your boat to a Cobia Dealer.

DANGER

CAUTION—Do not smoke while filling the tank. Be sure to turn off the engines and all electrical equipment when fueling the boat to prevent accidental discharges of static electricity. Use only the recommended gasoline (see Yamaha's Owner's Manual). Do not use fuels with alcohol or alcohol related derivatives that can cause marine fuel system hoses to deteriorate.



FUEL SYSTEM DIAGRAM

BOW RAIL & STEERING

Power Assist Steering

The Power Assist pump for the steering is mounted on the forward bulkhead in the aft bilge area. This pump greatly reduces the amount of pressure you have at the wheel and will make your boating a much more pleasurable experience.

SeaStar Solutions

ISSUE DATE OCT-06
DATA SHEET NO USA-HS1

AT A GLANCE

FEATURES

- Dramatically reduces wheel torque
- Easy to install
- Simple 'add on' to an existing SeaStar manual system (from 1.4-2.4 SeaStar helm pumps)
- OEM or Retro fit
- Compatible with power purge system
- Return to manual in failure mode
- Suitable for use with autopilots
- 12v or 24v operation
- Dramatically increases steering comfort
- Reduced wheel effort
- Wiring harness inluded
- Ignition protected (SAE J-1171)
- ABYC, CE, NMMA, ISO 10592 Approved

SEASTAR HYDRAULIC
POWER ASSISTED STEERING

TECHNICAL DATA

SeaStar Power Assist steering unit designed for use with SeaStar manual hydraulic steering systems - suitable for all heavy / high torque steering applications.

SEASTAR POWER ASSISTED MOUNTING BRACKET

SELF-BAILING COCKPIT & LIVEWELL SYSTEM

Self Bailing Cockpit

The cockpit is designed to be self-bailing, meaning that all the water that comes into the cockpit will be directly drained overboard. This keeps the boat from acquiring standing water and allows the boat to drain at all times, including while the boat is docked.

Water drains out of the cockpit through two aft cockpit drains located at the far aft cockpit floor on both the port and starboard sides. Each side drains overboard through the side of the hull independently. None of this water is drained into the bilge. Refer to page 8 for operation of the ball valve associated with this system.

The bilge is designed to drain any water entering the inside of the hull. All hoses are sealed and double clamped during construction. Continuous or periodic running of the automatic bilge pump may be an indication of a hose leak or break in a seal, and should be investigated by a Cobia Dealer immediately. Refer to page 9 for further information regarding bilge pump operation and maintenance.

Livewell System

The livewell system is designed to keep your baitfish alive and strong for as long as possible. This livewell provides a cool, clean, and oxygenated environment that allows you to keep your baitfish alive for long periods of time. To efficiently operate your livewell, the following steps should be taken:

1. **Open livewell hatch.**
2. **Install stand-up pipe snugly.**
3. **Ensure livewell pump ball valve is in open position.**
4. **Turn on livewell switch.**

The livewell operates by pumping fresh seawater from the pump through an aerator head into the livewell. Drainage is achieved through the grate on the top of the standpipe, which, when unobstructed, will limit the water level to the standpipe's highest point. A shorter standpipe can be used to keep less water in the well. This constant drainage keeps up water flow and allows for the removal of ammonia from the livewell, therefore extending the life of your baitfish. To drain the livewell, switch off the pump, close pump ball valve, and remove standpipe.

ROD LOCKERS & FISH LOCKERS

Rod Lockers

The 296 center console model comes standard with under gunnel rod racks on both the port and starboard sides. These give you space to safely store an additional 6 rods for your fishing needs. These lockers can also double as storage for various other items (as seen below).

Starboard Gunnel Storage Rack

Port and Starboard Fish Lockers

The 296 CC has two 80 gallon fish lockers built into the aft cockpit floor on the port and starboard sides. These are insulated and each one is connected to a macerator with the contents being dumped overboard. The macerators are located in the bilge on the outboard sides of the stringers. They can be accessed through the bilge access hatch under the aft folding seat.

Port Fish Locker

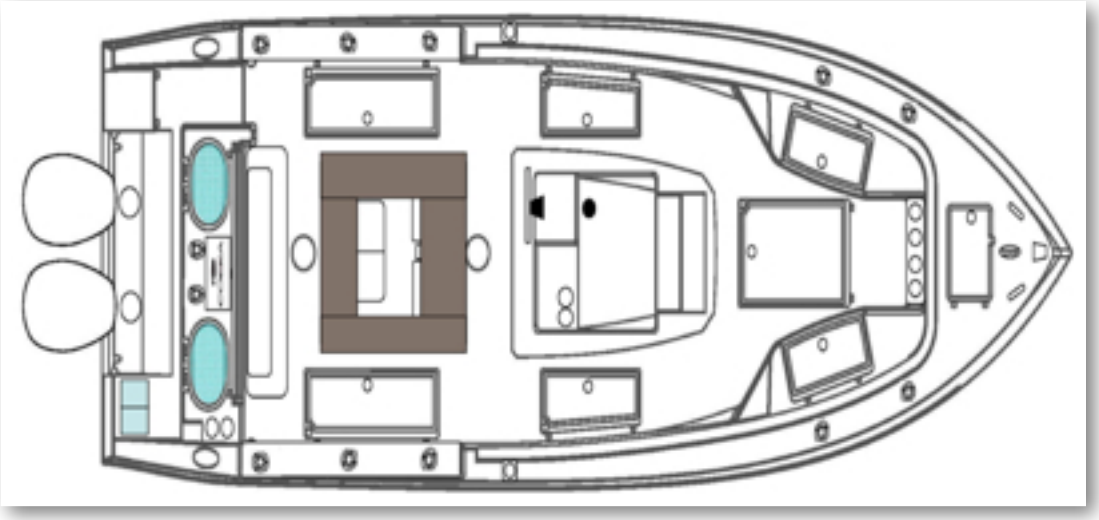
ANCHOR LOCKER/PHENOLIC PLATES

Anchor Locker/Rode Storage

The anchor locker is located at the bow of the boat and is accessible through the anchor locker door or hatch (photo below). There is an eye mounted to the bow eye to secure your anchor rode or chain to. After setting your anchor, the excess rode can remain stored in the locker. The notch supplied in the door allows you to securely close the locker by aligning your rode through the notch. Optional Windlass is shown on pages 32-33.

Phenolic Plate Location

Your Cobia 217 comes standard with phenolic plates laminated into the cockpit floor. These plates secure the leaning post and optional T-top and are designed for exceptional screw retention capabilities and provide the support required to secure such weight bearing items.



**** NOTE THE LOCATIONS OF THE PLATES ARE APPROXIMATE. IF YOU WANT TO SECURE A WEIGHT BEARING ITEM TO A PLATE PLEASE GO TO YOUR NEAREST COBIA DEALER FOR ASSISTANCE**

TRIM TABS

Trim Tabs

Trim Tabs are standard on your new Cobia. Integrated electric trim tabs can enhance the performance of your boat. The tabs are electric and therefore do not require a trim tab pump. By not having a pump there is no possibility of fluid leaks from a pump.

Trim tabs allow for maximum boat performance, and are great for balancing weight in the boat. They also allow the boat operator to lift or lower the hull to accommodate for different running situations.

For the operation of trim tabs note that the port trim tab switch will affect the port side of the boat, and the starboard switch will affect the starboard side. For instance, lowering the port trim tab creates stern lift on the port side, thus lowering the starboard bow. Raising the starboard trim tab lowers the stern on the starboard side, thus raising the port bow. Use the tabs to adjust the attitude of the boat so that it sits evenly, and to raise or lower the bow to control running performance.

Pushing on the top of the switch (down), will lower the trim tab and force the bow down, which is important when running in heavy seas or a stiff chop. In most cases, both tabs should be lowered for an even bow ride.

Pushing the bottom of the switch (up), will raise the tabs lifting the bow out of the water, for better running performance. To achieve the best running performance of your Cobia 217, use the engine trim in conjunction with your trim tabs to find the appropriate amount of lift for a safe and comfortable ride.

In the event of rough water or high winds, it's possible to use the trim tabs to lift the windward side of the boat to avoid spray blowing back onto the passengers. Do this in conjunction with lowering the bow on the downward side.

Trim Tab

MACERATOR ACCESS & OPERATION

Macerator Switches

The switches for each fish box macerator are located on the switch panel left of the steering helm. These can be operated independently of each other and the switches are labeled.

Macerator Access

In order to access the macerators go to the aft seating and pull up the loops attached to the bottom cushion, this will release the latches for opening rear access.

WASHDOWN

Salt Water Washdown

Salt water washdown is standard on the 296 center console model. The pump is located in the port bilge and is accessible through the flip up seat opening. To operate, hook a hose to the salt water receptacle located by the transom gate above the port deck drain. Flip the switch labeled “Saltwater Washdown”. The pump will pressurize the system with salt water. Once the system is pressurized, the pump will shut itself off with an internal pressure switch and will switch itself back on as you demand water. Make sure to occasionally clean the strainer with pump in the “OFF” position. There is also a spray nozzle installed into the leaning post for rinsing the cockpit floor. Be careful to only spray gel-coated fiberglass surfaces with saltwater and avoid all other areas. Always rinse your boat with freshwater as soon as you return to the dock or home if the boat is being trailered.

Washdown Fitting

Strainer

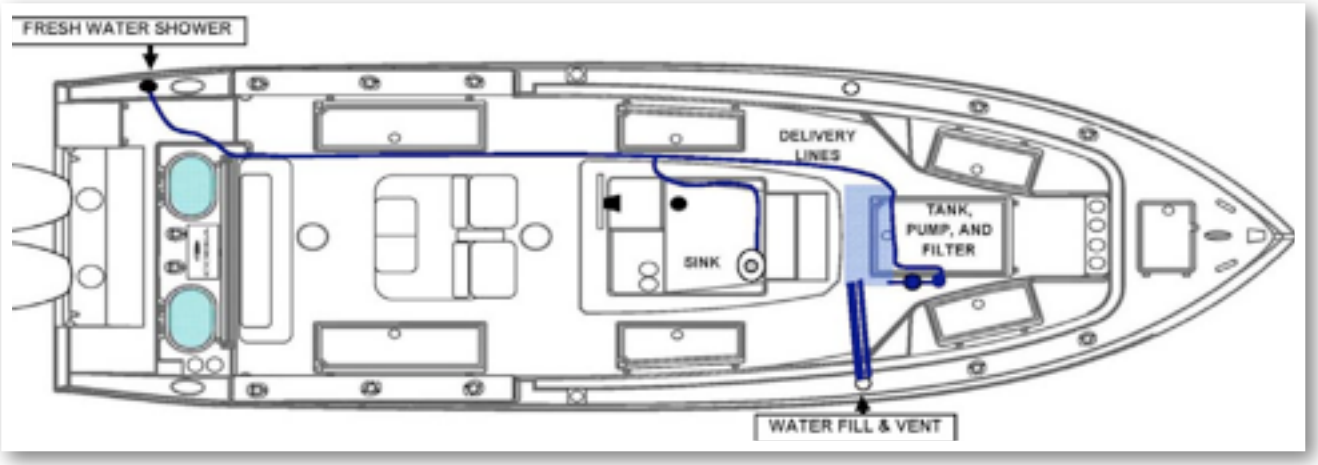
Saltwater Pump

WATER SYSTEM

Fresh Water System

The fresh water tank on your 296 CC can be filled at the cap labeled “WATER” on the starboard deck gunnel. To pressurize the system, flip the switch labeled “FRESH WASH DOWN” on the switch panel at the helm. You can leave this switch in the ON position while the boat is in use. The pump has an internal pressure switch that allows the pump to turn on and off as needed. This model has a 20 gallon fresh water tank.

In the colder months of the year, it’s advisable to drain the fresh water system and winterize by adding a non-toxic antifreeze to the system. Run the antifreeze throughout the system by opening shower nozzle until antifreeze is delivered through the shower head.



Water System Diagram

Water Fill

BATTERY SWITCH

Battery Switch and Breaker Panel

The battery switch and main breaker panel is located in the aft starboard storage compartment. The top 50 amp breaker is the main power for the boat, which feeds the switch panel on the helm and it's associated accessories along with engine power. The 7 amp breaker below that is for the bilge and the remaining two 15 amp breakers are for adding additional accessories. Between each breaker and its label there is a small LED light which will be illuminated if that breaker and it's corresponding system is receiving power. When the battery switch is on the "off" position, only the light for the bilge should be on, as the bilge pump and float switch are wired directly to the batteries so that they remain operational at all times. (Refer to page 11 for bilge pump instructions). When the boat is not in use, it is recommended to leave the battery switch in the off, "0", position to ensure that the main battery is not drained over the long term by minor current flows.

Your Cobia is rigged at the factory so that the primary battery or "house battery" is tied to setting "1" on the battery switch. When the switch is in this position, your main breaker LED light should be
illuminated. If that is not the case, determine if the breaker has been tripped by pressing in the right side of 50 amp switch labeled with the "I". This will close the circuit and should result in the LED coming on. In the event there is still no main power, this could be an indication of a dead battery, loose connection from this battery to the battery switch or the need for a new 50 amp breaker.

In the event that there is not enough power to crank the engine from battery "1", turning the battery switch to the "1 + 2" position will allow you to pull power from both batteries simultaneously. If this is required to start the engine, it is recommended to change the switch back to the "1" position once the engine is running so that the engine's alternator can recharge the primary battery.

Battery Switch, Shown in the "Off" Position

BATTERY CHARGER

Optional Battery Charger

A 3-Bank, 30 amp battery charger is an option for the 296. It is mounted next to the power steering assist pump and can be accessed through the aft rear flip up seating. There is a receptacle to plug a 110v cord into. The receptacle is located above the battery switch door at the starboard aft cockpit.

**** WARNING PLEASE READ OWNER'S MANUAL FOR BATTERY CHARGER AND THE SAFE OPERATION BATTERY CHARGER PRIOR TO USE. FOLLOW ALL SAFETY**

LEANING POST AND TACKLE STATION

Leaning Post

The Leaning Post for the 296 CC is home to the double bolstered helm seats that lock into the seated position or flip down independently for the boater's preference. This leaning post also carries two insulated coolers with insulated lids. The lids come equipped with gas shocks for ease of lifting into the open position and keeping them open as long as needed. A saltwater washdown spray head is also housed in the post along with a tackle station for tackle gear.

Tackle Station In-Use

Gas Shock Assist on Cooler Lids

SEATING

296 Aft Seating

The aft seating is a very nice usable feature. To use the seat, SImply push the cushion down towards the deck until it locks. To store just replace the seat.

Optional Bow Cushion Set

The 296 CC comes with the option of a six-piece bow cushion set. These cushion bottoms are removable and are held in place by several sets of stainless steel snaps. To remove the cushions, simply pull the snap strap away from the embedded snap and remove and store the cushion.

Bow Cushion

FEATURES

Cockpit Bolsters

Cockpit bolsters are standard with the 296 CC. These will add some comfort to legs when fighting with the big fish. The bolster cushions are mounted to the port and starboard gunnels that house an additional three rod holders each. The forward rod holder is mounted at 45 degrees to the outboard side. The middle rod holder is mounted at 30 degrees to the outboard side and the aft rod holder is mounted straight.

Pop Up Bow Light, Cleats, and Rope Chocks

The bow light, cleats, and rope chocks are stainless steel pull up and can remain hidden when not in use. This is especially helpful while fishing. It leaves nothing in the bow to interfere.

Upright

Stowed

OPTIONAL FEATURES

T-Top

There are several different T-Top options for the Cobia 237 CC. The T-Tops come with either a Weblon, or a fiberglass top. Each of these tops has the option of being outfitted with an electronics box, forward and aft facing LED spreader lights outriggers, recessed multi color lighting (white and blue), recessed speakers and an E box for additional storage

Fiberglass T-Top with E Box and Speakers

Weblon T-Top with Outriggers

OPTIONAL FEATURES

Optional Kite Rod Holders

Four flush mount rod holders make up the option for Kite Rod Holders. These are mounted on the bow both port and starboard. One on each side is for the Kite Rod with the other for the bait rod or fishing rod.

OPTIONAL FEATURES

Optional Stereo System With CD

A AM-FM Stereo CD with four speakers is offered as an option on your new Cobia. The stereo unit is mounted inside the console on the aft bulkhead. This option comes with a stereo remote mounted on the face of the console, right of the helm, and above the cup holder.

Stereo Unit

Stereo Remote

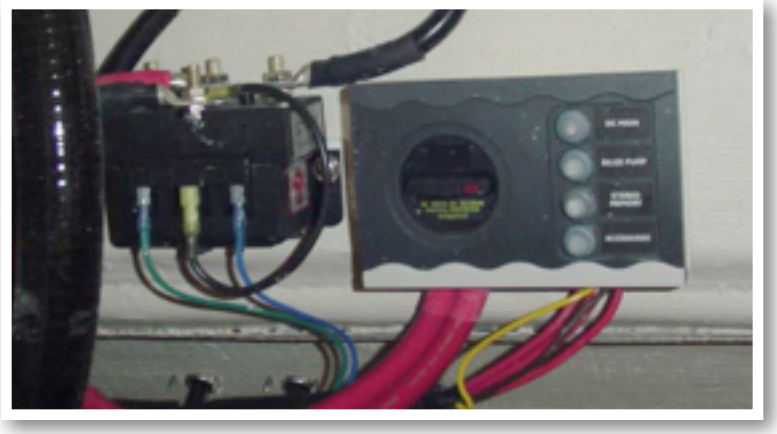
Optional Windlass Deluxe

The windlass is used to lower and raise your anchor assembly. The switch is mounted at the helm station above to the right of the steering wheel. The solenoid switch is mounted to aft hull and the battery cables are run up the starboard side. The windlass is mounted inside the anchor locker at the bow of the boat. To access this area, lift the anchor hatch at the bow. A bow plate and anchor roller has been added to accept the anchor and keep it far enough from the bow of your 296CC to prevent damage to the bow. The windlass is mounted just aft of the bow roller plate.

****WARNING: READ ALL OF THE INSTRUCTIONS BEFORE OPERATING THE WINDLASS**

OPTIONAL FEATURES

Optional Windlass Deluxe Continued



The Windlass breaker is located in the bilge area directly in back of the flip-up rear seating access. The windlass solenoid is mounted beside the 80 amp breaker.

Casting the Anchor:
The Anchor can be cast by using the electrical controls or manually. To operate manually, the safety lanyard must be unhooked from chain and the clutch must be disengaged allowing the gypsy to spin free and letting the rope or chain fall into the water. To slow the decent, the handle must be turned clockwise. To cast the anchor using the electrical power, simply press the DOWN button on the control provided. The anchor switch is mounted on the helm station. In this manner, anchor casting is under control and the rope or chain will uniformly descend. In order to avoid any stress on the windlass, once the boat is anchored, fasten the chain with a chain locker or secure it in place with a rope.

Hauling the Anchor:
Turn on the engine. Make sure the clutch is engaged and remove the handle. Press the UP button on the control provided. If the windlass slows down (during heavy lifting) wait a bit and the press the UP button again. Check the upward movement of the chain during the last few meters in order to avoid damage to the bow.

Closing the Clutch:
The clutch provides a link between the gypsy and the main shaft. The clutch is released (disengaged) by using the clutch handle which, when inserted into the drum or gypsy cover, must be turned counter clockwise. The clutch will be re-engaged by turning it clockwise.

****WARNING: READ BEFORE OPERATING WINDLASS**

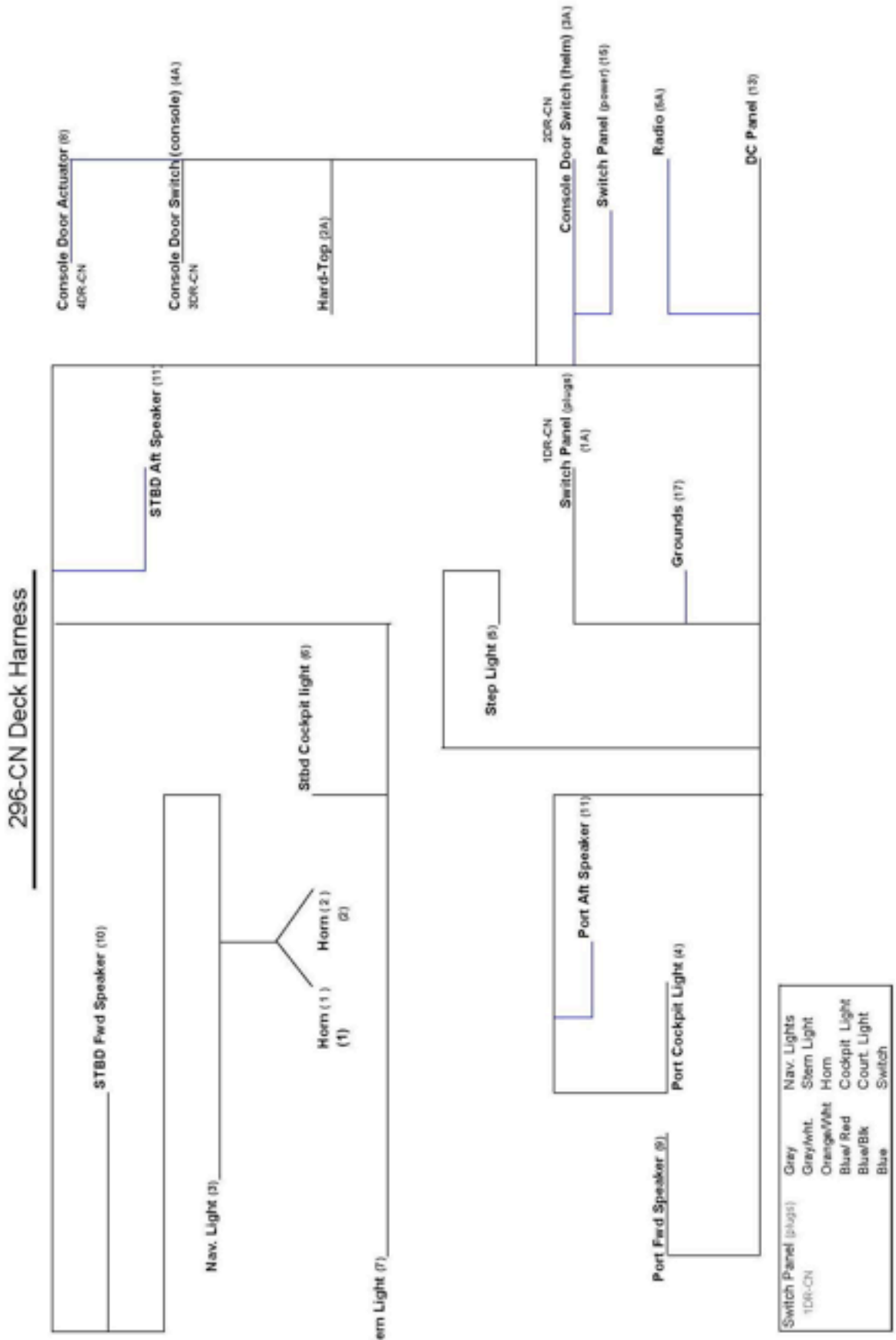
DO NOT USE THE WINDLASS TO DRAG THE BOAT TO YOUR ANCHOR. THE PROPER METHOD IS TO USE YOUR BOATS OWN POWER TO POSITION YOURSELF RIGHT ABOVE THE ANCHOR AND THEN USE THE WINDLASS TO HAUL THE ANCHOR.

STAY CLEAR OF THE CHAIN, ROPES, AND GYPSY. MAKE SURE THE ELECTRICAL MOTOR IS OFF WHEN WINDLASS IS USED MANUALLY (EVEN WHEN USING THE HANDLE TO DISENGAGE THE CLUTCH). IN FACT, PEOPLE WITH A REMOTE CONTROL MIGHT ACCIDENTLY OPERATE THEIR CONTROL.

FASTEN THE CHAIN OR ROPE WITH THE SAFETY LANYARD BEFORE MOVING TO NAVIGATION.

DO NOT OPERATE THE WINDLASS BY USING THE ELECTRICAL POWER WHEN THE LEVER IS INSERTED INTO THE DRUM OR IN THE COVER OF THE GYPSY.

296 Deck Wiring Harness



296 Deck Wiring Code

Horn (1)

Orange / White — TO – Horn (2)
Black # 16 — TO – Grounds

(1)

Horn (2)

Orange / White — TO – Switch Panel (1DR – XK)
Black # 16 — TO – Grounds
Orange / White — TO – Horn 1
Black # 16 — TO – Horn 1

(2)

Nav. Light (Port)

Gray — TO – Nav. Light (Stbd)
Black # 16 — TO – Nav. Light (Stbd)

(3)

Nav. Light (STBD)

Gray — TO – Switch Panel (1DR – XK)
Black # 16 — TO – Grounds
Gray — TO – Nav. Light Port
Black # 16 — TO – Nav. Light Port

(4)

Port Aft Court. Light

Blue / Red — TO – Stbd Aft Court. Light
Black # 16 — TO – Stbd Aft Court. Light

(5)

STBD Aft Court. Light

Blue / Red — TO – Switch Panel (1DR – XK)
Black # 16 — TO - Grounds
Blue / Red — TO – Port Aft Court. Light
Black # 16 — TO - Port Aft Court. Light

(6)

Cockpit Light (Port)

Blue / Black
Black # 16

(7)

Cockpit Light (STBD)

Blue / Black
Black # 16
Blue / Black
Black # 16

(8)

Cockpit Light (Center)

Blue / Black
Black # 16
Blue / Black
Black # 16

(9)

Stern Light

Gray / White
Black # 16

(10)

Port Aft Speaker

Speaker Wire

(11)

STBD Aft Speaker

Speaker Wire

(12)

DC Panel

Red # 10
Red # 10 W/Tape

(13)

DC Panel (3DR – XK)

Stbd Aft Speaker
Port Aft Speake
Stbd Hard-top Speaker
Port Hard-top Speaker

(14)

Helm Panel

Red # 10
Black # 16

(15)

DC Panel (2DR – XK)

Blue / White

(16)

Aft Ground

Black # 8

(17)

Fwd Deck Harness

Blue / White

(18)

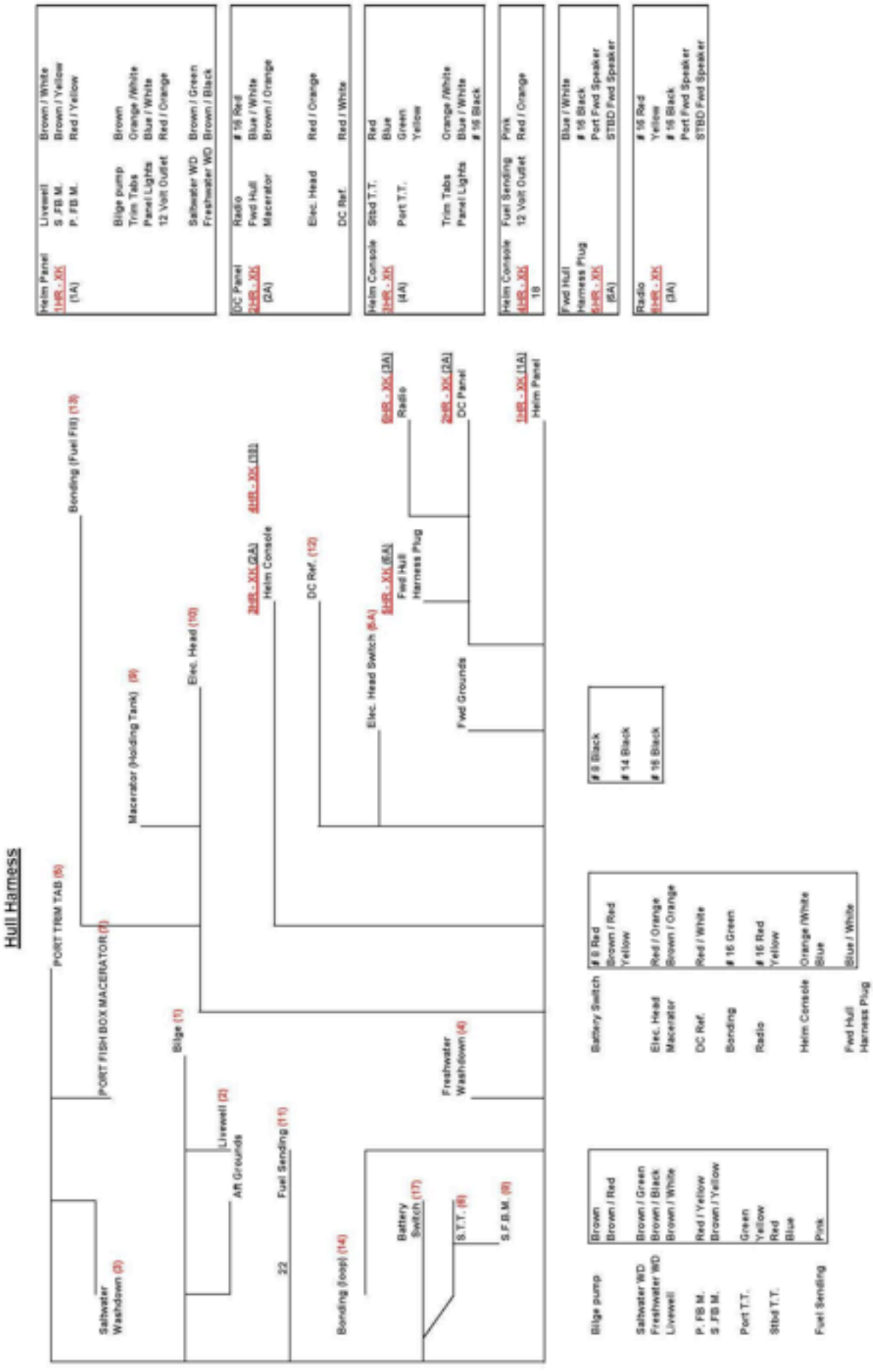
Switch Panel (1DR – XK)

Gray
Gray / White
Orange / White
Blue / Black
Blue / Red
Blue / Yellow
Red / White

Hard-Top (4DR – XK)

Red # 10
Black # 10
Gray / White
Red / White
Speaker Wire (Port)
Speaker Wire (Stbd)

296 Hull Wiring Harness



Bilge Pump

Brown	TO - Helm Panel (1HR – XK)
Brown / Red	TO - Battery Switch
Black # 14	TO - Aft Grounds

Livewell Pump

Brown / White	TO – Helm Panel (1HR – XK)
Black #14	TO – Aft Grounds

(2)

Saltwater Washdown

Brown / Green	TO - Helm Panel (1HR – XK)
Black # 14	TO - Aft Grounds

(3)

Freshwater Washdown

Brown / Black	TO – Helm Panel (1HR – XK)
Black # 14	TO – Aft Grounds

(4)

Port Trim Tab

Green	TO – Helm Console (3HR – XK)
Yellow	TO – Helm Console (3HR – XK)

(5)

STBD Trim Tab

Red	TO – Helm Console (3HR – XK)
Blue	TO – Helm Console (3HR – XK)

(6)

Port Fishbox Macerator

Red / Yellow	TO – Helm Panel (1HR – XK)
Black # 14	TO – Aft Grounds

(7)

STBD Fishbox Macerator

Brown / Yellow	TO – Helm Panel (1HR – XK)
Black # 14	TO – Aft Grounds

(8)

Macerator (Elec. Head)

Brown / Orange	TO – Elec. Head Switch
Black # 14	TO – Fwd Grounds

(9)

Elec. Head

Red / Orange	TO – Elec. Head Switch
Black # 14	TO – Fwd Grounds

(10)

Fuel Sending

Pink	TO – Helm Console (4HR – XK)
Black # 16	TO – Aft Grounds

(11)

DC Ref.

Red / White	TO – DC Panel (2HR – XK)
Black # 14	TO – Fwd Grounds

(12)

Bonding Wire (Fuel Fill)

Green # 16	TO – Bonding Wire (Fuel Tank)

(13)

Bonding Wire (Fuel Tank)

Green # 16	TO – Bonding Wire (Fuel Fill)
Green # 16	TO – Fwd Grounds

(14)

Battery Switch

Red # 8	TO – DC Panel
Brown / Red	TO – Bilge Pump
Yellow	TO – Radio (6HR – XK)

(17)

Helm Console (4HR - XK)

Pink	TO – Fuel Sending
Red / Orange	TO – Helm Panel (1HR – XK)

(18)

Helm Panel (1HR – XK)

Brown / White	TO - Livewell
Brown / Yellow	TO – STBD Fishbox Macerator
Red / Yellow	TO – Port Fishbox Macerator
Brown	TO – Bilge Pump
Orange / White	TO – Helm Console (3HR – XK)
Blue / White	TO – Elec. Head Switch
Red / Orange	TO – Helm Console (2HR – XK)
Brown / Green	TO – Saltwater Washdown Pump
Brown / Black	TO – Freshwater Washdown Pump

(1A)

Radio (6HR – XK)

Red # 16	TO – DC Panel (2HR – XK)
Yellow	TO - Battery Switch
Black # 16	TO – Fwd Grounds
Port Fwd Speaker	TO – Fwd Hull Harness Plug (5HR – XK)
Stbd Fwd Speaker	TO – Fwd Hull Harness Plug (5HR – XK)

Elec. Head Switch

Brown / Orange	TO – DC Panel
Brown / Orange	TO – Macerator (Elec. Head)
Red / Orange	TO – DC Panel
Red / Orange	TO – Elec. Head
Blue / White	TO – Helm Panel (1HR – XK)
Blue / White	TO – Helm Console (3HR – XK)
Black # 16	TO – Fwd Grounds

(5A)

Aft Grounds

Black # 8	TO – Fwd Grounds
Black # 16	TO – Fuel Sending
Black # 14	TO – Bilge Pump
Black # 14	TO – Livewell Pump
Black # 14	TO – Saltwater Washdown
Black # 14	TO – Port Fishbox Macerator
Black # 14	TO – Stbd Fishbox Macerator

(7A)

DC Panel (2HR – XK)

Red # 8	TO – Battery Switch
Red # 16	TO – Radio (6HR – XK)
Blue / White	TO – Fwd Hull Harness Plug (5HR – XK)
Brown / Orange	TO – Macerator (Elec. Head)
Red / Orange	TO – Elec. Head
Red / White	TO – DC Ref.

(2A)

Helm Console (3HR – XK)

Red	TO – Stbd Trim Tab
Blue	TO – Stbd Trim Tab
Green	TO – Port Trim Tab
Yellow	TO – Port Trim Tab
Orange / White	TO – Helm Panel (1HR – XK)
Blue / White	TO – Elec. Head Switch
Black # 16	TO – Fwd Grounds

(4A)

FWD Hull Harness Plug (5HR – XK)

Blue / White	TO – DC Panel
Black # 16	TO – Fwd Grounds
Port Fwd Speaker	TO – Radio (6HR – XK)
STBD Fwd Speaker	TO – Radio (6HR – XK)

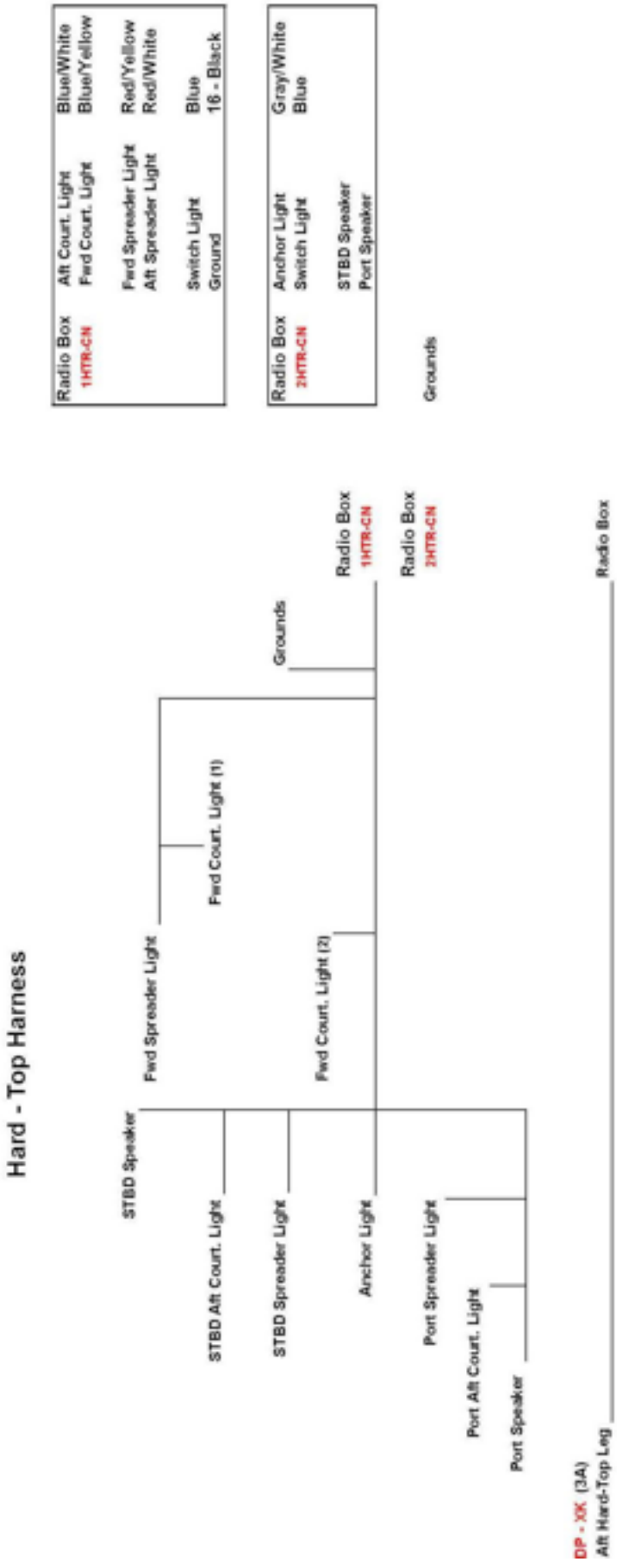
(6A)

Fwd Grounds

Black # 8	TO – Aft Grounds
Black # 16	TO – Helm Console (3HR – XK)
Black # 16	TO – Fwd Hull Harness Plug (5HR – XK)
Black # 16	TO – Radio (6HR – XK)
Black # 16	TO – Elec. Head Switch
Black # 14	TO – Freshwater Washdown
Black # 14	TO – Macerator (Elec. Head)
Black # 14	TO – Elec. Head
Black # 14	TO – DC Ref.
Green # 16	TO – Bonding Wire (Fuel Tank)

(8A)

296 Hard Top Wiring Harness



Warranty

Cobia Boats are NMMA Certified and offer superior SeaTech “no wood” construction. All Cobias are backed by a no-nonsense, 10-year limited warranty.
Cobia Boats advises owners that an authorized Cobia dealer perform maintenance and repairs on your boat. Self repairs and repairs done by a non-authorized Cobia dealer may void the warranty on the boat. The following information is general in nature and should not be considered a repair manual or guidelines set forth by Cobia Boat Company.

Cleaning: Each Cobia Boat is constructed using the finest material and components available. However, no material is immune to the ravages of the saltwater environment. After each use, your boat should be rinsed thoroughly with fresh water. A mild detergent may also be used to remove any dirt, silt or stains. A light coat of lubricants on metal railing, screws, and electrical connections will help prevent electrolysis. The same holds true for your trailer.

N
W
E
S
10
Ten/Three/One
YEAR
100% TRANSFERABLE
PROTECTION PLAN

No Matter Which Direction You're Going, Your Boat is Always Covered.

COBIA